

A. WARD-LEVEL ISSUES

This information was developed during several days of observational studies conducted in each of the eight wards of the District of Columbia during the month of August 2003. The DDOT planners responsible for transportation issues in each ward supported Volpe in this ward-level effort. The study team also received input from citizen representatives of the ANCs. As the methodology used here is based on the observations and perceptions of individuals, the inventory of information provided is not comprehensive. Rather, it is intended to be illustrative of macro-level issues.

These notes are meant to be used in conjunction with the annotated ward-level maps included in Appendix C of this report.

WARD 1

- The truck problems in Ward 1 are primarily limited to loading, unloading, and double-parking problems. Ward 1 has no industrial facilities and no highway access.
- Georgia Avenue experiences high volumes of truck traffic but little congestion—the road works well as a corridor for trucks.
- Mount Pleasant Street experiences high volumes of truck traffic, particularly with on-street loading and unloading.
- 18th Street is a major commercial corridor that experiences high volumes of truck traffic, particularly with on-street loading and unloading.
- Some trucks use 11th Street—a residential street that runs parallel to Georgia Avenue—as a shortcut.
- Significant commercial/retail development is currently underway on 14th Street and the neighbors are concerned about the truck traffic that will be generated by the new stores and offices. In particular, a new development at 14th Street and Irving Street will include a Target and a supermarket, which may generate significant truck traffic on the residential roads in the immediate neighborhood.
- Truck deliveries to the hotels in Ward 1 generate significant traffic.

WARD 2

- Constitution Avenue experiences heavy truck traffic in the early morning hours.
- 31st, 33rd, and 34th Streets NW in Georgetown, require increased enforcement of existing truck restrictions.
- The Foggy Bottom area has shuttle bus traffic.
- 11th Street NW experiences problems with double-parked trucks.
- H, I, K, L and M Streets NW all experience problems with double-parked trucks and loading zone abuse.
- The area between Pennsylvania and New York Avenues NW has problems with speeding trucks.
- Connecticut Avenue experiences problems with double-parked trucks and loading zone abuse.
- Speeding on 8th Street.

- The area around Church, P, and Q Streets NW lack loading zones and have resultant problems with double-parking.
- There is much construction in Ward 2, generating construction-related traffic.

WARD 3

- There are size and weight restrictions currently posted for Reno Road, but not all trucks obey them.
- Connecticut Avenue experiences high numbers of landscaping trucks, going to and from jobs on commercial and residential properties in the area.
- Trucks serving both the residential and commercial buildings in the immediate area heavily use the network of alleys off Connecticut Avenue at Van Ness Street. Some of the alleys include official loading zones, but there are problems with trucks blocking the alleys and generating noise.
- Some of the stores and restaurants along Connecticut Avenue do not have off-street loading zones, so trucks double-park on Connecticut Avenue in order to load and unload.
- Some loading zones in Ward 3 are too small to accommodate contemporary trucks.
- Yuma Street is used as a route for trucks to travel between Connecticut and Wisconsin Avenues.
- The University of the District of Columbia (at Connecticut Avenue and Van Ness) is a generator of truck traffic.
- Some trucks travel on 36th Street, a residential street.
- River Road experiences high volumes of truck traffic.
- Military Road experiences high volumes of truck and ambulance traffic.
- Western Avenue experiences high volumes of truck traffic.
- Cleveland Avenue experiences high volumes of truck traffic.
- The intersection of Military Road, Western Avenue, and Wisconsin Avenue—a commercial area—has high truck volumes and problems with insufficient loading zones.
- There is extensive new construction throughout Ward 3, generating construction-related truck traffic and concerns about future truck activity at the sites of the new development.
- The Wisconsin Avenue shopping area at Chevy Chase Circle has problems with the loading and unloading of large trucks on the street.
- Supermarkets are a source of significant truck traffic throughout Ward 3.
- Nebraska Avenue offers a logical truck route through Ward 3.
- Have previously tried to work with DC government on these issues through Military Road summits and Ward 3 Mayoral Traffic Summits.

WARD 4

- Military Road, which experiences high volumes of truck and ambulance traffic, is the most appropriate route for east-west trucks in Ward 4.
- Fatality involving truck crash at Military Road and Nevada Avenue

- Sheridan Street—a residential street—is currently being made into a one-way street, to shift truck traffic from Sheridan Street to Kansas Avenue.
- The Ward 4 neighborhood of Lamond Riggs is both a commercial and a residential neighborhood, and the residents are concerned about truck traffic on their streets. A postal facility in the neighborhood generates significant truck traffic, and DDOT has worked with the USPS to improve the timing of deliveries.
- The intersection of Missouri Avenue and Military Road experiences high volumes of truck traffic.
- The intersection of 14th Street and Military Road experiences high volumes of truck traffic.
- For security reasons, the National Capital Planning Commission has developed an agreement for trucking activity at Walter Reed Medical Center. Trucks bound for Walter Reed are no longer allowed to access the Medical Center through Georgia Avenue; instead, they use Alaska Avenue to access a separate entrance from 16th Street.
- “Accident Waiting to Happen”—report written by ANCs from Wards 3 and 4, outlines major truck-related nuisance and safety problems in the area.

WARD 5

- Ward 5 has significant industrial facilities, which generate truck traffic. These facilities include a major beer distributor (at Queen’s Chapel Terrace) and a garbage transfer facility (at John McCormack Road).
- Rhode Island Avenue experiences high volumes of truck traffic but little congestion—the road works well as a corridor for trucks.
- North Capitol Street experiences high volumes of truck traffic.
- Florida Avenue experiences high volumes of truck traffic.
- Bladensburg Road experiences high volumes of truck traffic coming and going from the Beltway.
- The intersection of Bladensburg Road and New York Avenue experiences high volumes of truck traffic.
- Eastern Avenue and Randolph Street—at the border between the District and Maryland—is supposed to be restricted to trucks, but some trucks still use it.
- The Florida Avenue Wholesale Market at 4th Street, NE is a major hub for truck traffic, with residential neighborhoods all around it.
- Trucks are encouraged to use Taylor Street, but local residents are unhappy about it.
- 1st Street NE offers a logical truck route through Ward 5.
- Mount Olivet Road, offers a logical truck route through Ward 5, particularly as there is a postal facility nearby.

WARD 6

- There is significant construction-related truck traffic around Union Station.
- There is significant construction-related truck traffic around the U.S. Capitol campus.

- For security reasons, truck restrictions have been introduced in the area of the U.S. Capitol.
- There is significant truck traffic coming off the Frederick Douglass Memorial Bridge onto South Capitol Street and into the dense residential neighborhoods around C Street SW and SE.
- C Street is the most truck-impacted street in Ward 6.
- 8th Street SE experiences high volumes of truck traffic.
- 14th Street SW experiences high volumes of truck traffic.
- 11th Street SE experiences high volumes of truck traffic.
- H Street NE—a commercial corridor, scheduled for revitalization - has loading/unloading problems.
- The intersection of Florida Avenue and New York Avenue is always congested with trucks and other vehicles.
- Florida Avenue between 4th Street and 6th Street NE is an industrial area, with commensurate truck activity.
- RFK Stadium is located in Ward 6, but there are dedicated access roads for trucks heading to and from the stadium.
- The Southeast/Southwest Freeway (Interstate 395) offers a logical truck route through Ward 6.
- East Capitol Street offers a logical truck route through Ward 6.
- Maryland Avenue offers a logical truck route through Ward 6.

WARD 7

- Ward 7 is primarily residential, with some pockets of industrial and commercial activity.
- PEPCO (electricity provider) has a major facility in Ward 7, at which it stores a fleet of small utility trucks. There is also a garbage transfer facility in Ward 7.
- East Capitol Street experiences high volumes of truck traffic but little congestion—the road works well as a corridor for trucks.
- Sheriff Road experiences high volumes of truck traffic, although portions of it may be signed to prohibit trucks from traveling through.
- Minnesota Avenue experiences high volumes of truck traffic.
- Minnesota Avenue between Benning Road and East Capitol Street is a retail area. Most of the deliveries to stores in the area are done through loading zones in the back of the stores; double-parking is not a major problem.
- The 2900 block of Minnesota Avenue is a retail area, and most unloading is done from the street.
- Pennsylvania Avenue through Ward 7 is a major route into downtown Washington. Trucks use it to travel to and from Maryland.
- The intersection of Pennsylvania Avenue and Branch Avenue experiences high volumes of truck traffic.

WARD 8

- Poor road conditions in Ward 8 lead to problems with truck vibration.

- There is significant truck traffic coming from Interstate 295 to Martin Luther King, Jr. Avenue to avoid the truck restriction on the Suitland Parkway.
- Good Hope Road is a major commercial corridor in Ward 8 and trucks use a series of residential roads to get to it, including Porter Street, Pomeroy Street, Hunter Street, Erie Street, Morris Street, and 16th Street.
- Truck traffic originating at the Beltway uses South Capitol Street to connect to the Frederick Douglass Memorial Bridge and on into downtown Washington.
- Minnesota Avenue offers a logical truck route through Ward 8.
- Alabama Avenue offers a logical truck route through Ward 8.